

**Table V  
(Continued)**

Proposed Channel 201A  
Murrysville, Pennsylvania  
0.1995 (Max) DA kW ERP/74 Meters EAH  
40° 28' 51" N/79° 43' 26"

<u>Bearing °True</u>	<u>EAH (Meters)</u>	<u>ERP (dBk)</u>	<u>79.1 dBu km 3 /</u>
0	103	-22.0	1.9
10	78	-22.0	1.9
20	59	-22.0	1.9
30	48	-20.0	2.4
40	36	-18.0	3.1
45	42	-16.9	1.5
50	48	-18.0	1.5
60	44	-16.2	1.6
70	32	-14.2	1.5
80	38	-15.8	1.5
90	33	-14.5	1.5
100	38	-15.8	1.5
110	36	-15.2	1.5
120	42	-16.9	1.5
130	52	-18.7	1.5
135	50	-18.5	1.5
140	55	-19.0	1.5
150	59	-17.0	1.8
160	71	-15.0	2.1
170	68	-13.0	2.3
180	79	-11.0	2.8
225	94	-11.0	3.0
270	93	-14.0	2.5
315	100	-19.5	1.8

<u>Bearing °True</u>	<u>Desired Signal Strength from Channel 6 WJAC (dBu)</u>	<u>U/D Ratio 4 / (dB)</u>	<u>Undesired Signal Strength from Proposed FM (50,10) (dBu)</u>	<u>Adjustment (dB)</u>
ALL	67.6	4.5	63.1	16

<u>Bearing °True</u>	<u>FM F(50,10) Interference Signal Strength (dBu)</u>
ALL	79.1

**Table V  
(Continued)**

- 1 / Data taken from Station records on file with the FCC.
- 2 / FCC Section 73.699, Figure 9.
- 3 / FCC Section 73.333, Figure 1a.
- 4 / FCC Section 73.599, Figure 1.

DO NOT REMOVE CARBONS

Exhibit VB-1A

Form Approved OMB No 2120-0001

<p style="margin: 0;">US Department of Transportation Federal Aviation Administration</p> <p style="text-align: center; margin: 0;"><b>NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION</b></p>	<p style="margin: 0;">Aeronautical Study Number</p>
--	---

<p><b>1. Nature of Proposal</b></p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%; border: 1px solid black; padding: 2px;"> <p>A. Type</p> <input checked="" type="checkbox"/> New Construction  <input type="checkbox"/> Alteration       </td> <td style="width:33%; border: 1px solid black; padding: 2px;"> <p>B. Class</p> <input checked="" type="checkbox"/> Permanent  <input type="checkbox"/> Temporary (Duration _____ months)       </td> <td style="width:33%; border: 1px solid black; padding: 2px;"> <p>C. Work Schedule Dates</p> <p style="margin: 0;">Beginning <u>After FCC Grant</u>          End <u>6 mos. thereafter</u></p> </td> </tr> </table>	<p>A. Type</p> <input checked="" type="checkbox"/> New Construction <input type="checkbox"/> Alteration	<p>B. Class</p> <input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary (Duration _____ months)	<p>C. Work Schedule Dates</p> <p style="margin: 0;">Beginning <u>After FCC Grant</u>          End <u>6 mos. thereafter</u></p>	<p><b>2. Complete Description of Structure</b></p> <p>A. Include effective radiated power and assigned frequency of all existing, proposed or modified AM, FM, or TV broadcast stations utilizing this structure.</p> <p>B. Include size and configuration of power transmission lines and their supporting towers in the vicinity of FAA facilities and public airports.</p> <p>C. Include information showing site orientation, dimensions, and construction materials of the proposed structure.</p> <p style="margin-left: 40px;">It is proposed to erect a new guyed tower to support a FM antenna. The station would operate on Channel 201A (88.1 MHz) with an ERP of 0.1995 kW and antenna HAAT of 74 meters.</p>
<p>A. Type</p> <input checked="" type="checkbox"/> New Construction <input type="checkbox"/> Alteration	<p>B. Class</p> <input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary (Duration _____ months)	<p>C. Work Schedule Dates</p> <p style="margin: 0;">Beginning <u>After FCC Grant</u>          End <u>6 mos. thereafter</u></p>		

<p><b>3A. Name and address of individual, company, corporation, etc. proposing the construction or alteration.</b> (Number, Street, City, State and Zip Code)</p> <p>( 301 ) 895-3292  <small>area code Telephone Number</small></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Dewayne Johnson        34 Springs Road        P.O. Box 540        Grantsville, MD 21536</p> </div>	<p>(if more space is required, continue on a separate sheet.)</p>
---	---

<p><b>B. Name, address and telephone number of proponent's representative if different than 3 above.</b></p> <p style="margin-left: 40px;">Lechman &amp; Johnson, Inc. (301) 577-0800        9500 Annapolis Road, Suite C-1        Lanham, Maryland 20706</p>	<p>(if more space is required, continue on a separate sheet.)</p>
---	---

<p><b>4. Location of Structure</b></p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%; border: 1px solid black; padding: 2px;"> <p>A. Coordinates (To nearest second)</p> <p>40° 28' 51" N          79° 43' 26" W</p> <p><small>Latitude Longitude</small></p> </td> <td style="width:33%; border: 1px solid black; padding: 2px;"> <p>B. Nearest City or Town, and State</p> <p style="text-align: center;">Plum, PA</p> <p>(1) Distance to 4B <span style="margin-left: 20px;">0.8 Miles</span>          (2) Direction to 4B <span style="margin-left: 20px;">SE</span></p> </td> <td style="width:33%; border: 1px solid black; padding: 2px;"> <p>C. Name of nearest airport, heliport, flightpark, or seaplane base</p> <p style="text-align: center;">Pittsburgh-Monroeville</p> <p>(1) Distance from structure to nearest point of nearest runway <span style="margin-left: 20px;">4.75 km</span>          (2) Direction from structure to airport <span style="margin-left: 20px;">230° True</span></p> </td> </tr> </table>	<p>A. Coordinates (To nearest second)</p> <p>40° 28' 51" N          79° 43' 26" W</p> <p><small>Latitude Longitude</small></p>	<p>B. Nearest City or Town, and State</p> <p style="text-align: center;">Plum, PA</p> <p>(1) Distance to 4B <span style="margin-left: 20px;">0.8 Miles</span>          (2) Direction to 4B <span style="margin-left: 20px;">SE</span></p>	<p>C. Name of nearest airport, heliport, flightpark, or seaplane base</p> <p style="text-align: center;">Pittsburgh-Monroeville</p> <p>(1) Distance from structure to nearest point of nearest runway <span style="margin-left: 20px;">4.75 km</span>          (2) Direction from structure to airport <span style="margin-left: 20px;">230° True</span></p>	<p><b>5. Height and Elevation</b> (Complete to the nearest foot)</p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:80%; border: 1px solid black; padding: 2px;"> <p>A. Elevation of site above mean sea level</p> </td> <td style="width:20%; border: 1px solid black; padding: 2px; text-align: center;">1200.0</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;"> <p>B. Height of Structure including all appurtenances and lighting (if any) above ground, or water if so situated</p> </td> <td style="border: 1px solid black; padding: 2px; text-align: center;">111.5</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;"> <p>C. Overall height above mean sea level (A + B)</p> </td> <td style="border: 1px solid black; padding: 2px; text-align: center;">1311.5</td> </tr> </table>	<p>A. Elevation of site above mean sea level</p>	1200.0	<p>B. Height of Structure including all appurtenances and lighting (if any) above ground, or water if so situated</p>	111.5	<p>C. Overall height above mean sea level (A + B)</p>	1311.5
<p>A. Coordinates (To nearest second)</p> <p>40° 28' 51" N          79° 43' 26" W</p> <p><small>Latitude Longitude</small></p>	<p>B. Nearest City or Town, and State</p> <p style="text-align: center;">Plum, PA</p> <p>(1) Distance to 4B <span style="margin-left: 20px;">0.8 Miles</span>          (2) Direction to 4B <span style="margin-left: 20px;">SE</span></p>	<p>C. Name of nearest airport, heliport, flightpark, or seaplane base</p> <p style="text-align: center;">Pittsburgh-Monroeville</p> <p>(1) Distance from structure to nearest point of nearest runway <span style="margin-left: 20px;">4.75 km</span>          (2) Direction from structure to airport <span style="margin-left: 20px;">230° True</span></p>								
<p>A. Elevation of site above mean sea level</p>	1200.0									
<p>B. Height of Structure including all appurtenances and lighting (if any) above ground, or water if so situated</p>	111.5									
<p>C. Overall height above mean sea level (A + B)</p>	1311.5									

<p><b>D. Description of location of site with respect to highways, streets, airports, prominent terrain features, existing structures, etc. Attach a U.S. Geological Survey quadrangle map or equivalent showing the relationship of construction site to nearest airport(s)</b> (if more space is required, continue on a separate sheet of paper and attach to this notice.)</p> <p style="margin-left: 40px;">2.8 km, Southwest of Intersection between Rt. 380 &amp; Rt. 286, Allegheny County, Pennsylvania.</p>
---

Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1101 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1101). Persons who knowingly and willingly violate the Notice requirements of Part 77 are subject to a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1472(a)).

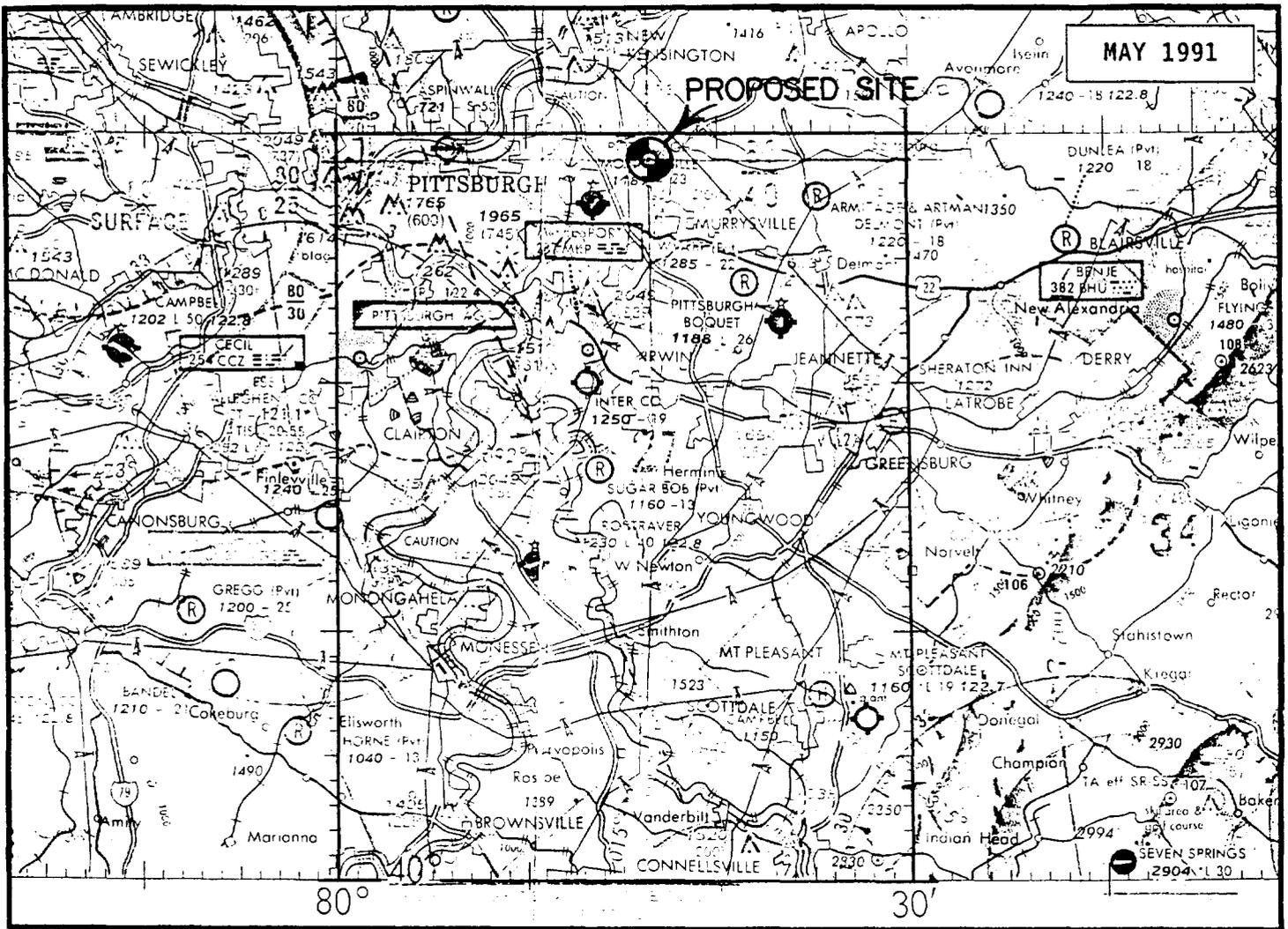
**I HEREBY CERTIFY** that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking & lighting standards if necessary.

Date	Typed Name/Title of Person Filing Notice	Signature
5-7-88	Lalin Fonseka/ Telecommunications Cons.	

**FOR FAA USE ONLY** FAA will either return this form or issue a separate acknowledgement.

<p><b>The Proposal:</b></p> <p><input type="checkbox"/> Does not require a notice to FAA.</p> <p><input type="checkbox"/> Is not identified as an obstruction under any standard of FAR, Part 77, Subpart C, and would not be a hazard to air navigation.</p> <p><input type="checkbox"/> Is identified as an obstruction under the standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation.</p> <p><input type="checkbox"/> Should be obstruction <input type="checkbox"/> marked <input type="checkbox"/> lighted per FAA Advisory Circular 70/7460-1, Chapter (s) _____</p> <p><input type="checkbox"/> Obstruction marking and lighting are not necessary.</p> <p><b>Remarks:</b></p>	<p><b>Supplemental Notice of Construction</b> FAA Form 7460-2 is required any time the project is abandoned, or</p> <p><input type="checkbox"/> At least 48 hours before the start of construction.</p> <p><input type="checkbox"/> Within five days after the construction reaches its greatest height.</p> <p>This determination expires on _____ unless:</p> <p>(a) extended, revised or terminated by the issuing office;</p> <p>(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.</p> <p><b>NOTE:</b> Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date.</p> <p>If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.</p>
---	---

Issued in	Signature	Date
-----------	-----------	------

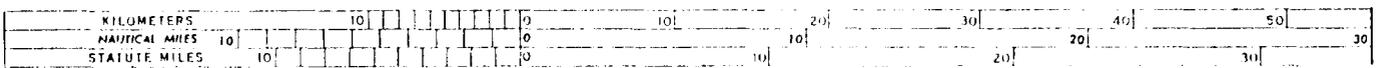


**EXHIBIT VB-1B**

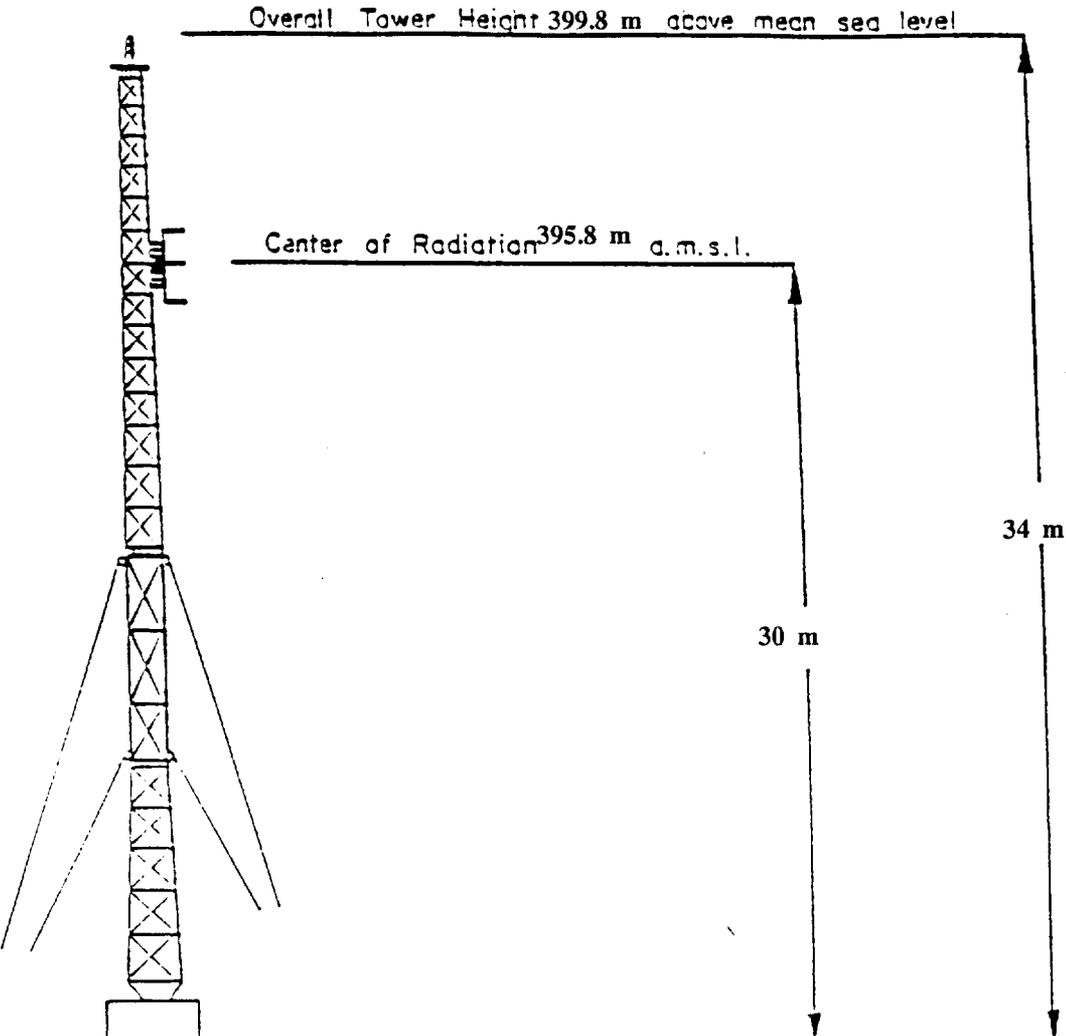
**HE'S ALIVE, INC.**  
**FURTHER AMENDMENT TO APPLICATION FOR A NEW**  
**NON COMMERCIAL FM STATION**  
**MURRYVILLE, PENNSYLVANIA**

**Channel 201A      199.5 Watts (MAX) DA 74 Meters**

Prepared By  
**LECHMAN & JOHNSON, Inc.**  
 TELECOMMUNICATIONS CONSULTANTS  
 LANHAM, MARYLAND



MAY 1991



Ground Elevation 365.8 m above mean sea level!

EXHIBIT VB-2

HE'S ALIVE, INC.  
FURTHER AMENDMENT TO APPLICATION FOR A NEW  
NON COMMERCIAL FM STATION  
MURRYSVILLE, PENNSYLVANIA

Channel 201A      199.5 Watts (MAX) DA 74 Meters

Prepared By  
LECHMAN & JOHNSON, Inc.  
TELECOMMUNICATIONS CONSULTANTS  
LANNAM, MARYLAND

**EXHIBIT VB-3**

**INTERFERENCE STATEMENT**

**HE'S ALIVE, INC.  
FURTHER AMENDMENT TO APPLICATION FOR A NEW  
NON COMMERCIAL FM STATION  
MURRYSVILLE, PENNSYLVANIA**

**Channel 201A      199.5 Watts (MAX) DA      74 Meters**

This FM proposal will be located 4.5 kilometers away from WPTT-TV, Pittsburgh, Pennsylvania. The proposed operation is not expected to have any adverse effect upon the above operation or any other communication facilities located in the general vicinity. The applicant will address all complaints of alleged interference within its blanketing contour as established by Section 73.318 of the Rules and resolve such complaints satisfactory to the complainant provided the device that is malfunctioning is not excluded from the evaluation. The applicant's telecommunications consultant is not aware of any cable headend facilities within the blanketing contour. The proposed operation is not expected to cause receiver-induced intermodulation interference within 10 km of the proposed site.

Should interference occur due to the direct results of the construction of this FM facility, the applicant will take the necessary steps to correct the interference and resolve the issue of interference.



MAY 1991

CLEARFIELD 8 MI. 72 73 15' 74 75 16 MI. TO U.S. 280  
1 900 000 FEET (SOUTH) 78°00'

41°00'  
600 000 FEET (SOUTH)  
8 MI. 73 U.S. 280  
453  
STATE COLLEGE 8 MI.  
452  
45'  
451  
450  
449  
30'  
UNION 11 MI.

YO  
STATE

OHIO  
ALTOONA

RGH

OLDSVILLE 8 MI.

DU BOIS 10 MI.

DU BOIS 12 MI.

CLEARFIELD 2 MI.

68

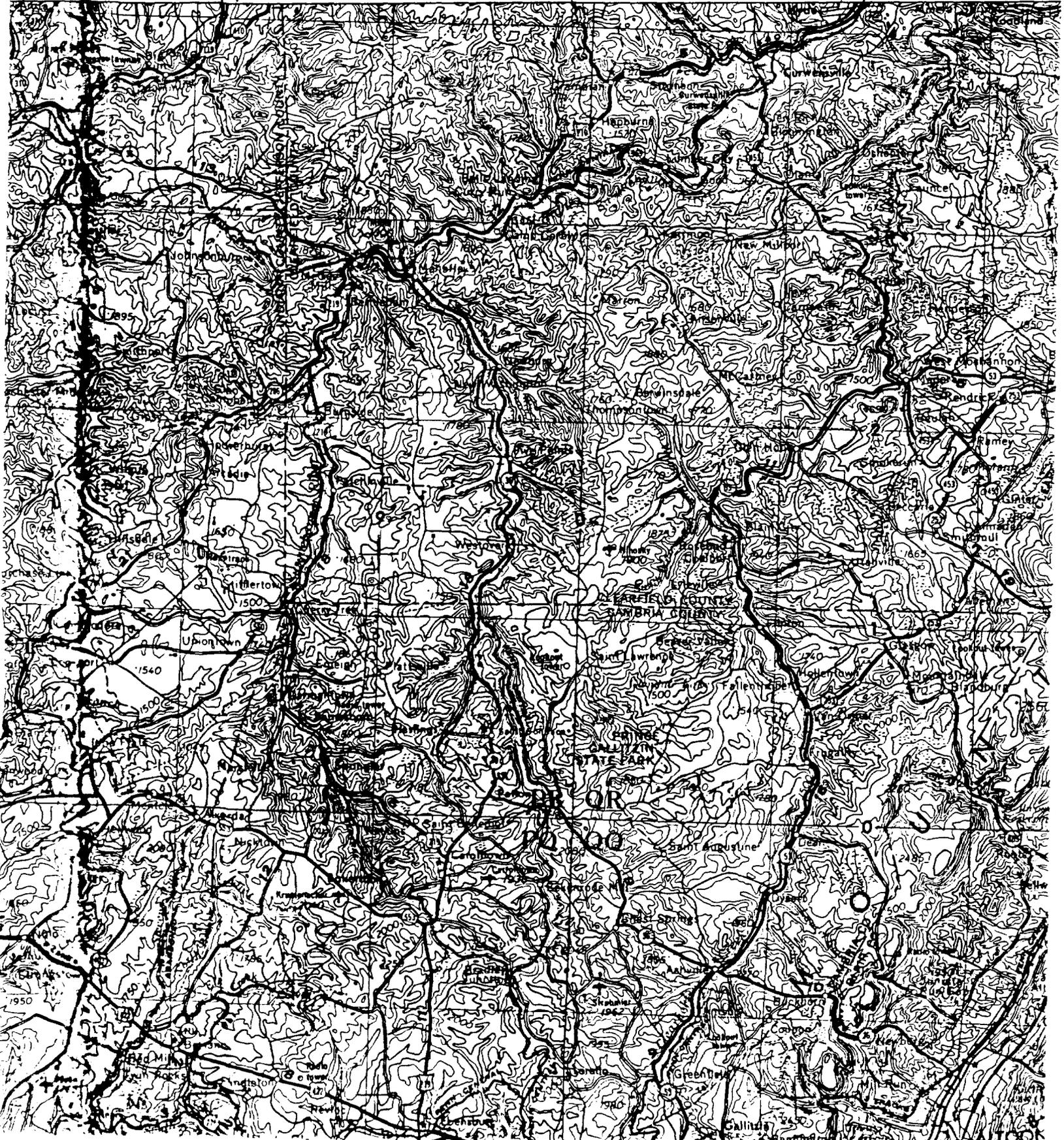
45.69

70

71

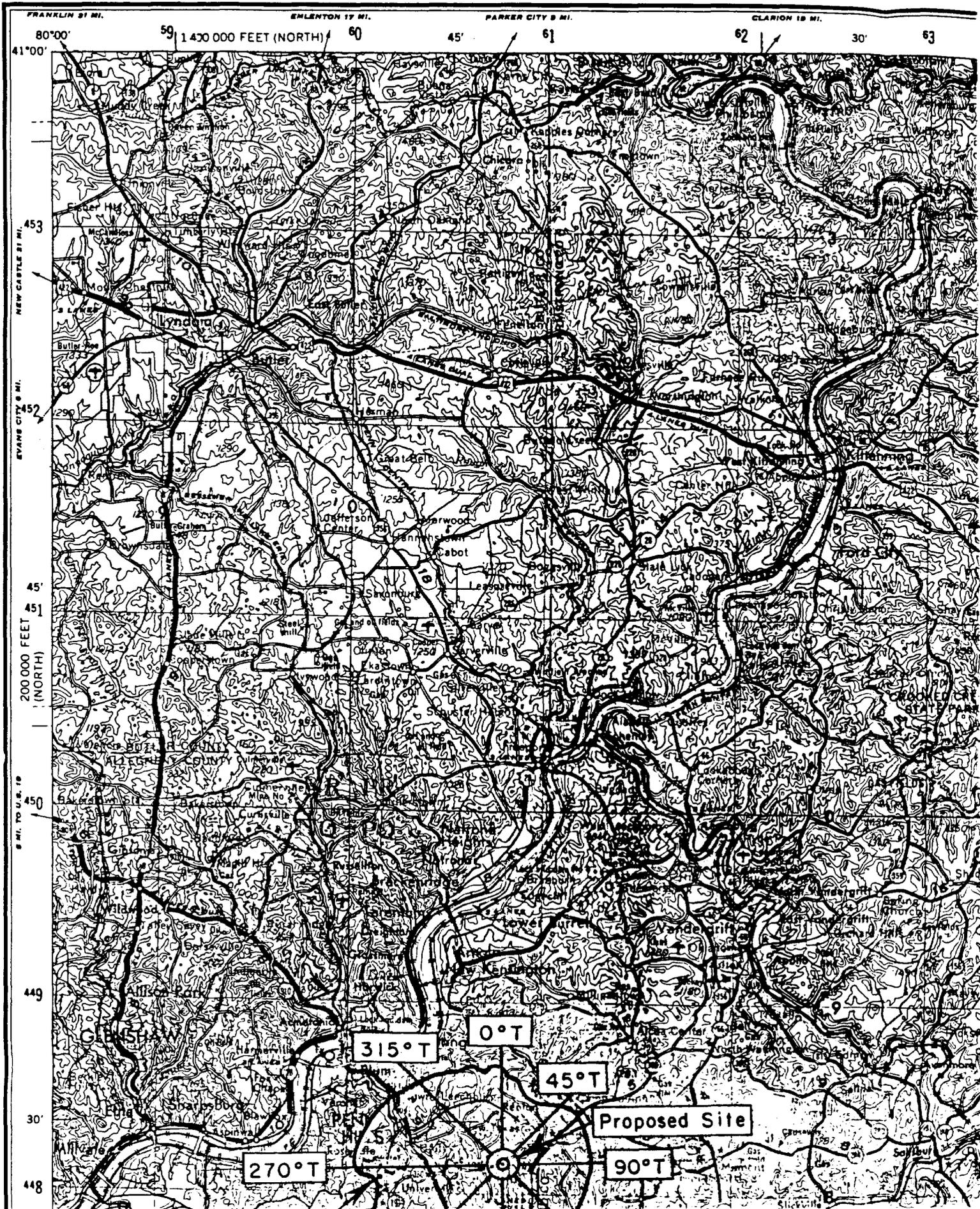
30'

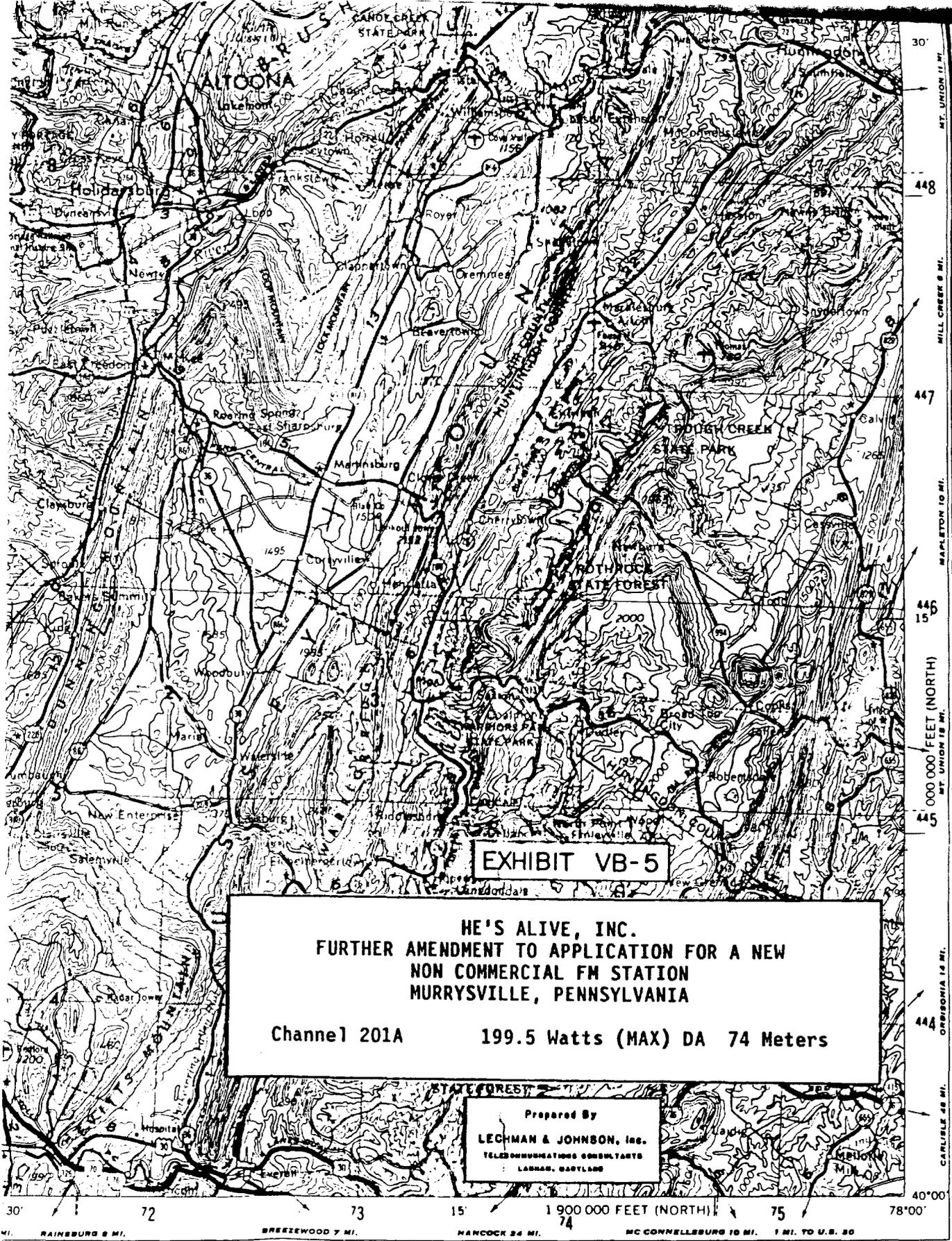
72





# EASTERN UNITED STATES 1:250,000





**EXHIBIT VB-5**

**HE'S ALIVE, INC.**  
**FURTHER AMENDMENT TO APPLICATION FOR A NEW**  
**NON COMMERCIAL FM STATION**  
**MURRYSVILLE, PENNSYLVANIA**

**Channel 201A      199.5 Watts (MAX) DA 74 Meters**

Prepared By  
**LECHMAN & JOHNSON, Inc.**  
 TELECOMMUNICATIONS CONSULTANTS  
 LANRAN, GAITHERSBURG

30' 72 73 15' 1 900 000 FEET (NORTH) 75 78'00"

MI. RAINSBURG 8 MI. BREEZEWOOD 7 MI. HANCOCK 24 MI. MC CONNELLSBURG 10 MI. 1 MI. TO U.S. 30

● INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1975

74°	43°
NEW YORK	NK 1B 5
4	● RINGHAMTON
7	● NK 1B 8
PENNSYLVANIA	NEWARK
10	NK 1R 11

GRID ZONE DESIGNATION:  
**17T**

100,000 M. SQUARE IDENTIFICATION

NR	PR	QR
NR	PQ	QQ

450  
 60 70

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS

SAMPLE POINT: PINDLETON

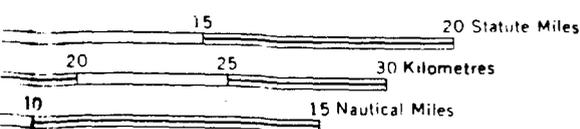
1. Read letters identifying 100,000 meter square in which the point lies.
2. Locate first VERTICAL grid line to LEFT of point and read LARGE figure labeling the line either in the top or bottom margin, or on the line itself.
3. Estimate meters from grid line to point.
4. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either in the left or right margin, or

PQ  
 5



FL  
Channe

68 69 70 71 72  
BERLIN 9 MI. NYNDHAN 18 MI. CUMBERLAND 28 MI. RAINSBURG 8 MI. BREEZEWOOD



LOCATION DIAGRAM

MICHIGAN		CANADA		NEW YORK	
DETROIT	ONTARIO	BUFFALO	NEW YORK	NK 18.4	NK 18.5
NK 17.4	NK 17.5	NK 17.6	ELMIRA	BINGHAMTON	
TOLLETT	NK 17.8	WARRIN	WILLIAMSPORT	NK 18.7	NK 18.8
NK 17.7	CLEVELAND	NK 17.9	PENNSYLVANIA	NEWARK	
MADISON	NK 17.2	NK 17.12	NK 18.10	NK 18.11	

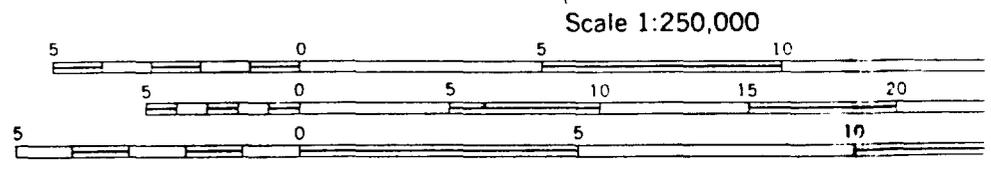
T  
OOT INTERVALS



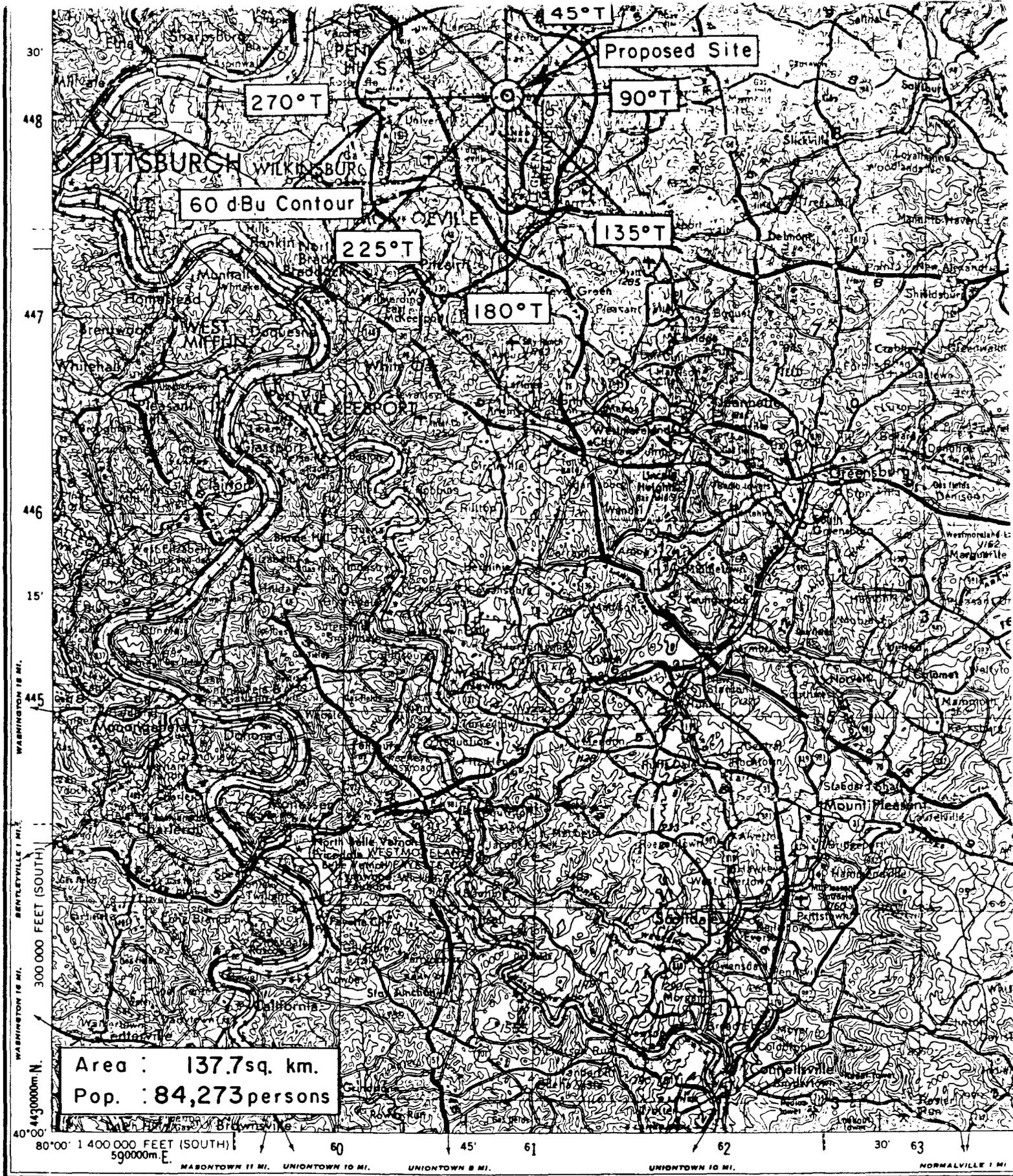
63                      64                      15 65                      66                      79°00'                      67                      68

NORMALVILLE 1 MI.                      ROCKWOOD 8 MI.                      BERLIN 8 MI.                      82

- all-weather, hard surface
- all-weather, hard surface
- all-weather, improved surface
- - - - - dry weather, unimproved surface
- — — — — drainage
- — — — — markers: Interstate U.S. State



CONTOUR INTERVAL 100 FEET  
WITH SUPPLEMENTARY CONTOURS AT 50 FOOT INTERVALS



V501, EDITION 5

Prepared by the U.S. Army Topographic Command (HYLD), Washington, D.C. Compiled in 1959 by photogrammetric methods and from United States quadrangles, 1:24,000 and 1:25,000, 1948-54. Planimetry revised from aerial photographs taken 1958. Photographs field annotated 1958. Revised by the U.S. Geological Survey 1969.

Area covered by dashed blue pattern is subject to controlled inundation

100,000-foot grids based on Pennsylvania coordinate system, south and north zones.

Location of geodetic control established by government agencies is

**LEGEND**

Figures in red denote approximate distances in miles between star

**POPULATED PLACES**

- Over 500,000
- 100,000 to 500,000
- 25,000 to 100,000
- 5,000 to 25,000
- 1,000 to 5,000
- Less than 1,000

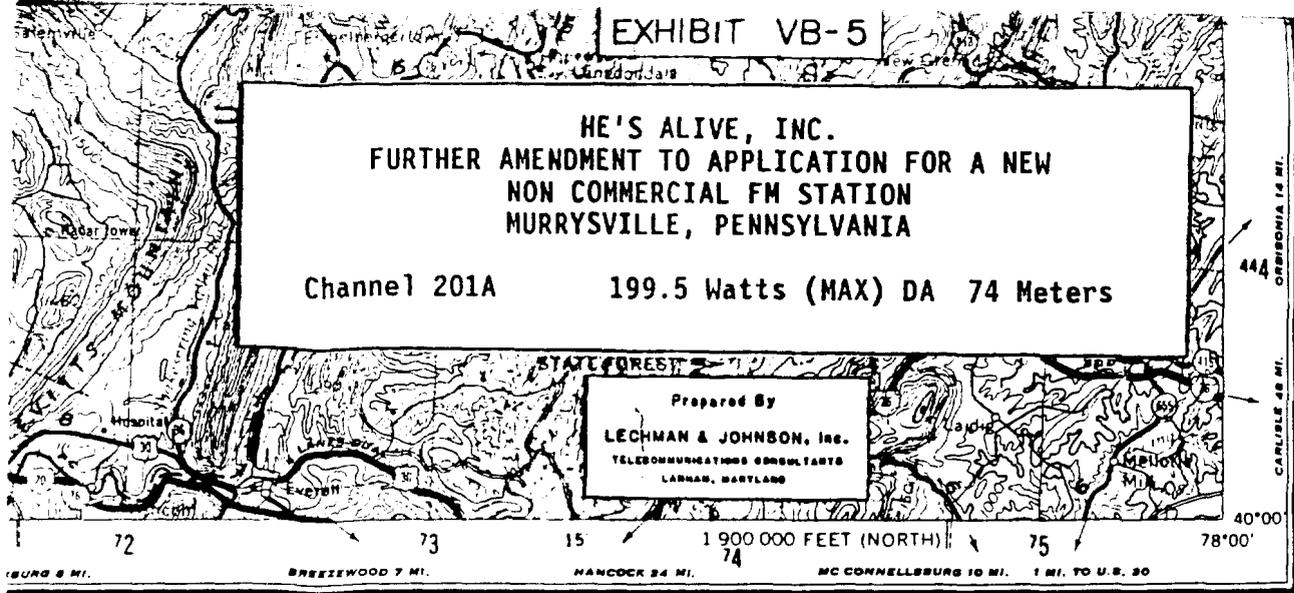
**BOSTON**  
**RICHMOND**  
**EVANSTON**  
**Newnan**  
Bar Harbor

- ROADS**
- Primary, all-weather, hard surf
  - Secondary, all-weather, hard surf
  - Light-duty, all-weather, improved
  - Fair or dry weather, unimproved
  - Trail
  - Interchange
  - Route markers: Interstate 115

**HE'S ALIVE, INC.  
 FURTHER AMENDMENT TO APPLICATION FOR A NEW  
 NON COMMERCIAL FM STATION  
 MURRYSVILLE, PENNSYLVANIA**

**Channel 201A      199.5 Watts (MAX) DA    74 Meters**

Prepared By  
**LECHMAN & JOHNSON, Inc.**  
 TELECOMMUNICATIONS CONSULTANTS  
 LARHAR, MARYLAND

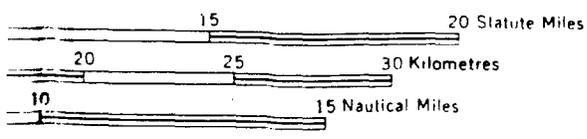
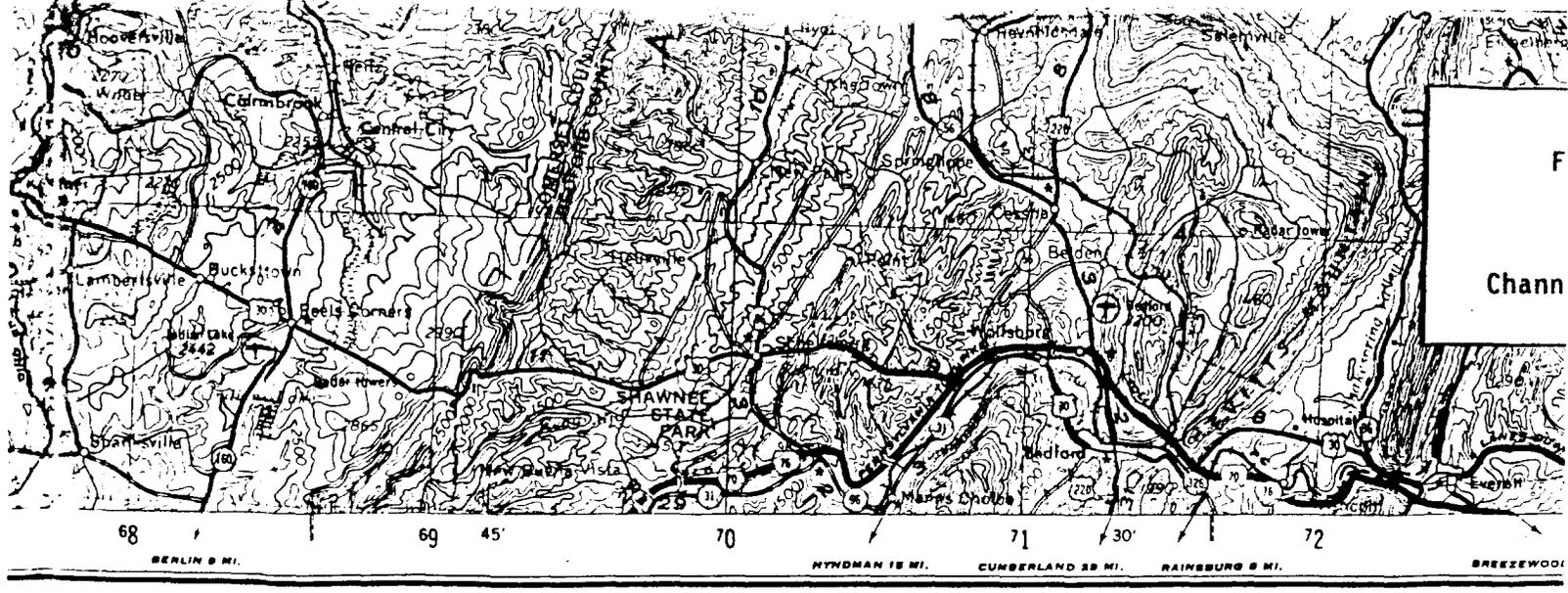


● INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1975



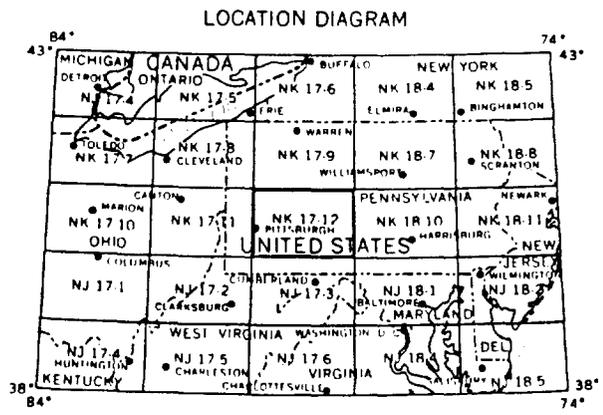
<p><b>GRID ZONE DESIGNATION:</b>                  17T</p> <p><b>100,000 M. SQUARE IDENTIFICATION</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="width: 20px; height: 20px;">WR</td> <td style="width: 40px; height: 20px;">PR</td> <td style="width: 40px; height: 20px;">QR</td> <td rowspan="2" style="width: 20px; vertical-align: middle;">450</td> </tr> <tr> <td style="width: 20px; height: 20px;">WQ</td> <td style="width: 40px; height: 20px;">PQ</td> <td style="width: 40px; height: 20px;">QQ</td> </tr> <tr> <td colspan="2" style="text-align: center;">60</td> <td colspan="2" style="text-align: center;">70</td> </tr> </table> <p><small>IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figure of the grid number:                  example: 4430000</small></p>	WR	PR	QR	450	WQ	PQ	QQ	60		70		<p><b>TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS</b></p> <p><b>SAMPLE POINT: PINDLETON</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="width: 20px; height: 20px;">PQ</td> <td style="width: 20px; height: 20px;">5</td> <td style="width: 20px; height: 20px;">6</td> </tr> </table> <p><b>SAMPLE REFERENCE:</b>                  PQ2586</p> <p><small>If reporting beyond 10" in any direction, prefix Grid Zone Designation, as:                  17T PQ2586</small></p>	PQ	5	6
WR	PR	QR	450												
WQ	PQ	QQ													
60		70													
PQ	5	6													

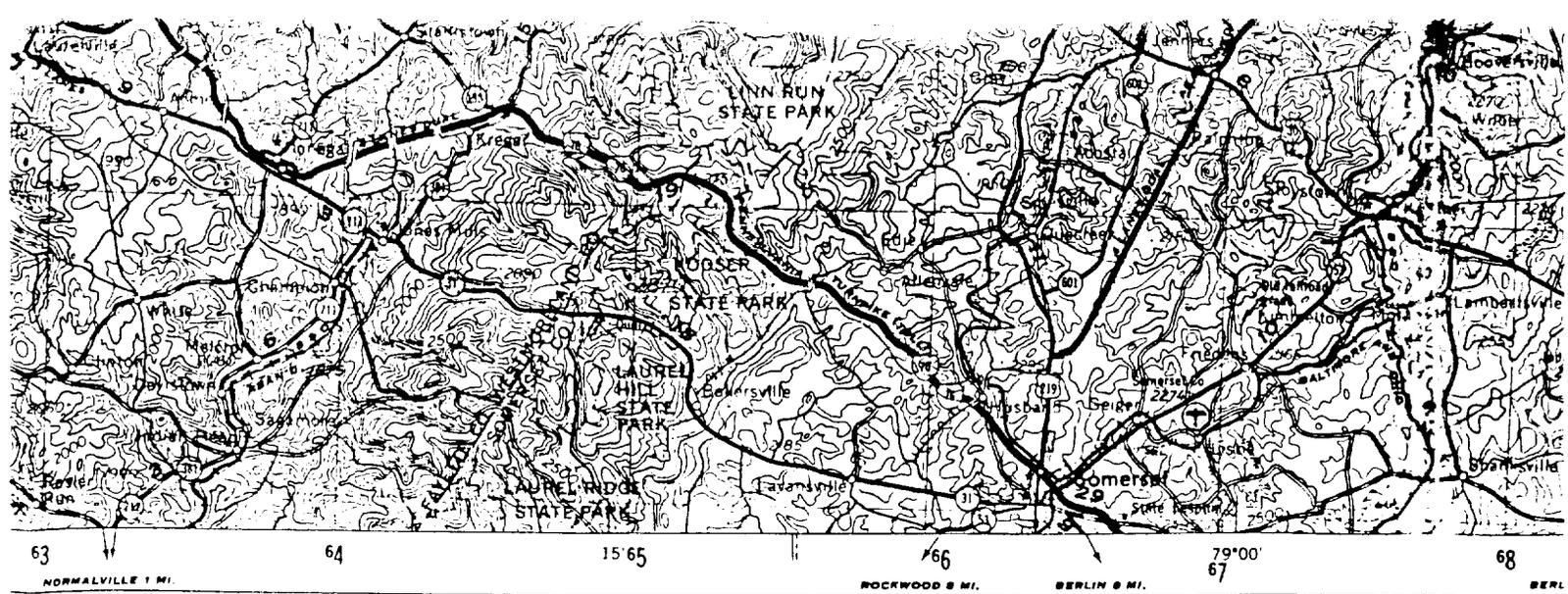
**PITTSBURGH, PENNSYLVANIA**  
 1958  
 REVISED 1969



T  
OOT INTERVALS  
TION  
VERSE MERCATOR GRID, ZONE 17  
5 FROM 5° (90 MILS) WESTERLY  
HE CENTER OF THE EAST EDGE

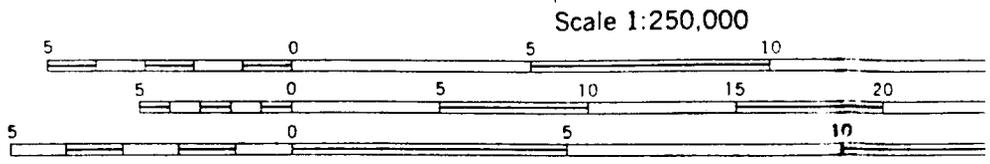
0225, OR RESTON, VIRGINIA 22092





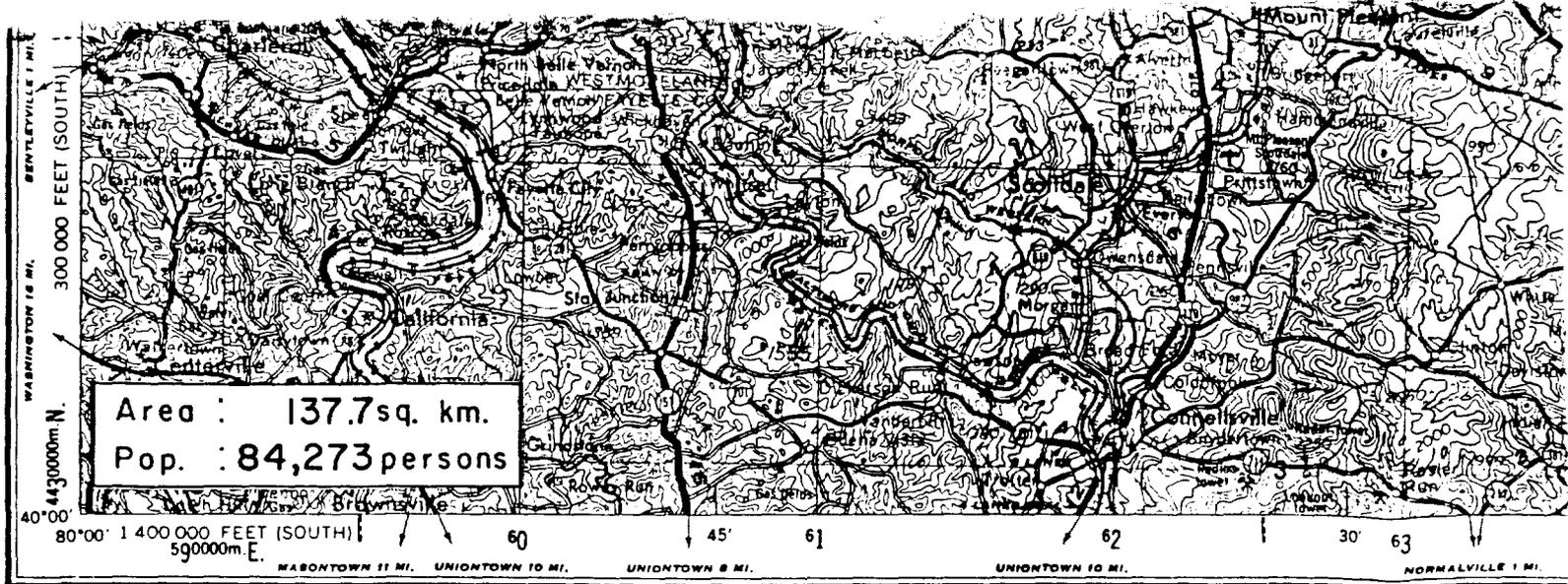
in miles between stars

- all-weather, hard surface
- y. all-weather, hard surface
- r. all-weather, improved surface
- y weather, unimproved surface
- Re
- rkers: Interstate, U.S., State
- Landmarks, School, Church, Other
- Strip mines
- Spot elevation in feet
- Marsh or swamp
- Intermittent or dry stream
- Power line



**CONTOUR INTERVAL 100 FEET**  
**WITH SUPPLEMENTARY CONTOURS AT 50 FOOT INTERVALS**  
**TRANSVERSE MERCATOR PROJECTION**  
 BLACK NUMBERED LINES INDICATE THE 10,000 METRE UNIVERSAL TRANSVERSE MERCATOR GRID.  
 1965 MAGNETIC DECLINATION FROM TRUE NORTH FOR THIS SHEET VARIES FROM 5° (90 MILS) WEST  
 FOR THE CENTER OF THE WEST EDGE TO 7° (120 MILS) WESTERLY FOR THE CENTER OF THE EAST

**FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON,**



V501, EDITION 5

Prepared by the U.S. Army Topographic Command (HYLD), Washington, D.C. Compiled in 1959 by photogrammetric methods and from United States quadrangles, 1:24,000 and 1:25,000, 1948-54. Planimetry revised from aerial photographs taken 1958. Photographs field annotated 1958. Revised by the U.S. Geological Survey 1969.

Area covered by dashed blue pattern is subject to controlled inundation

100,000-foot grids based on Pennsylvania coordinate system, south and north zones.

Location of geodetic control established by government agencies is shown on corresponding 1:250,000-scale Geodetic Control Diagram

LEGEND

Figures in red denote approximate distances in miles between stars

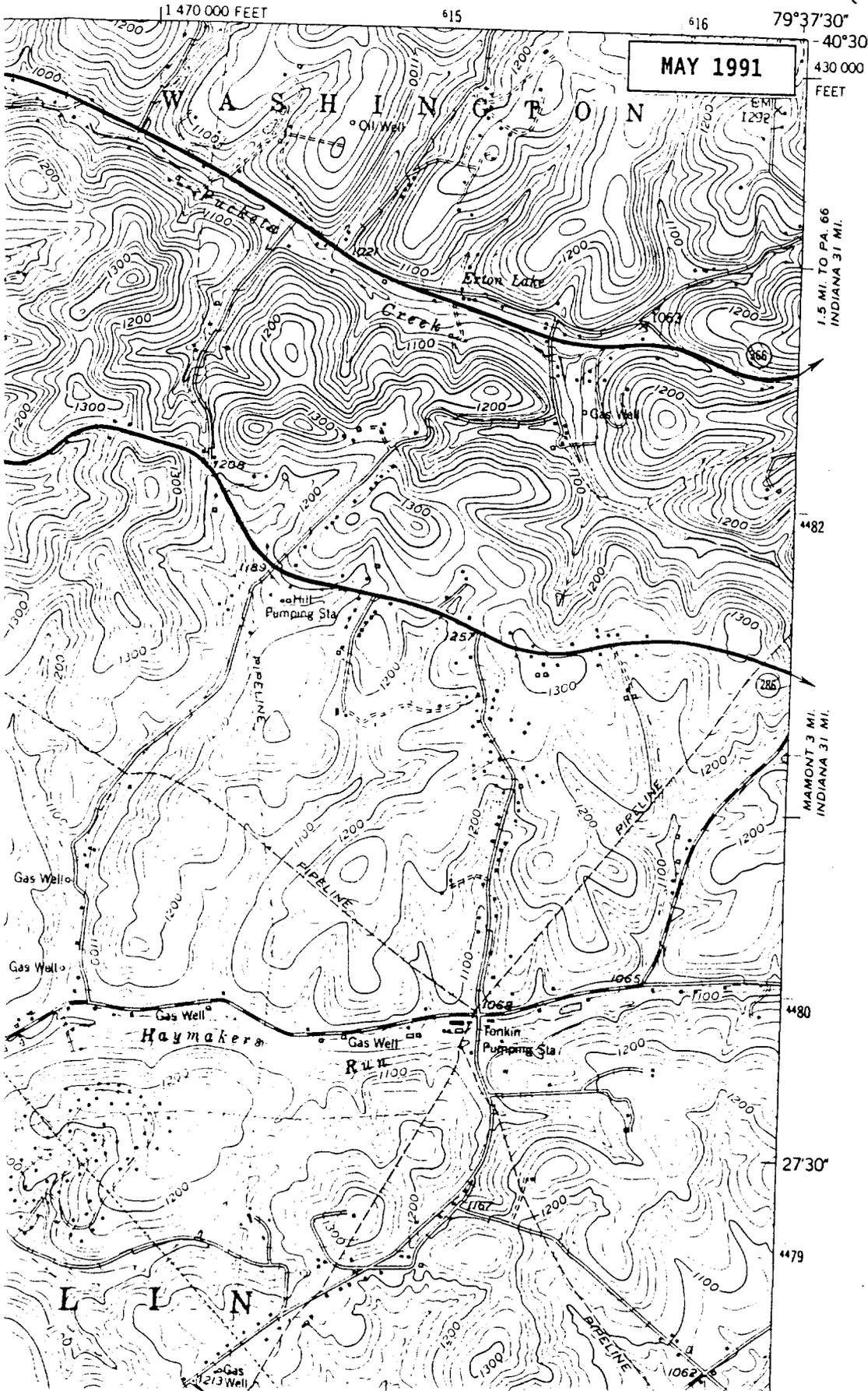
POPULATED PLACES	_____ o		
Over 500,000	_____	<b>BOSTON</b>	
100,000 to 500,000	_____	<b>RICHMOND</b>	
25,000 to 100,000	_____	<b>EVANSTON</b>	
5,000 to 25,000	_____	<b>Newnan</b>	
1,000 to 5,000	_____	<b>Bar Harbor</b>	
Less than 1,000	_____	<b>Fishkill</b>	
RAILROADS	_____		
Standard gauge	_____		
Narrow gauge	_____		
International	_____		
BOUNDARIES	_____		
State	_____		
County	_____		
Park or reservation	_____		
		Landplane airport	_____ ⊕ _____
		Landing area	_____ ⊕ _____
		Seaplane airport	_____ ⊕ _____
		Seaplane anchorage	_____ ⊕ _____
		Woods brushwood	_____ □ _____
		Landmark	_____ ⊕ _____
		Strip mines	_____ ⊕ _____
		Spot elevat	_____ ⊕ _____
		Marsh or sw	_____ ⊕ _____
		Intermitten	_____ ⊕ _____
		Power line	_____ ⊕ _____

ROADS

- Primary, all-weather, hard surface
- Secondary, all-weather, hard surf.
- Light-duty, all-weather, improved
- Fair or dry weather, unimproved
- Trail
- Interchange
- Route markers: Interstate, U.S.,

MURRYSVILLE QUADRANGLE  
PENNSYLVANIA  
7.5 MINUTE SERIES (TOPOGRAPHIC)

5065 11 SE  
(VANDERGRIFT)



1.5 MI. TO PA. 66  
INDIANA 31 MI.

MAMONT 3 MI.  
INDIANA 31 MI.

27°30'

4479

4482

4480

40°30'

430 000

FEET

79°37'30"

616

615

1 470 000 FEET

MAY 1991

609

4230'

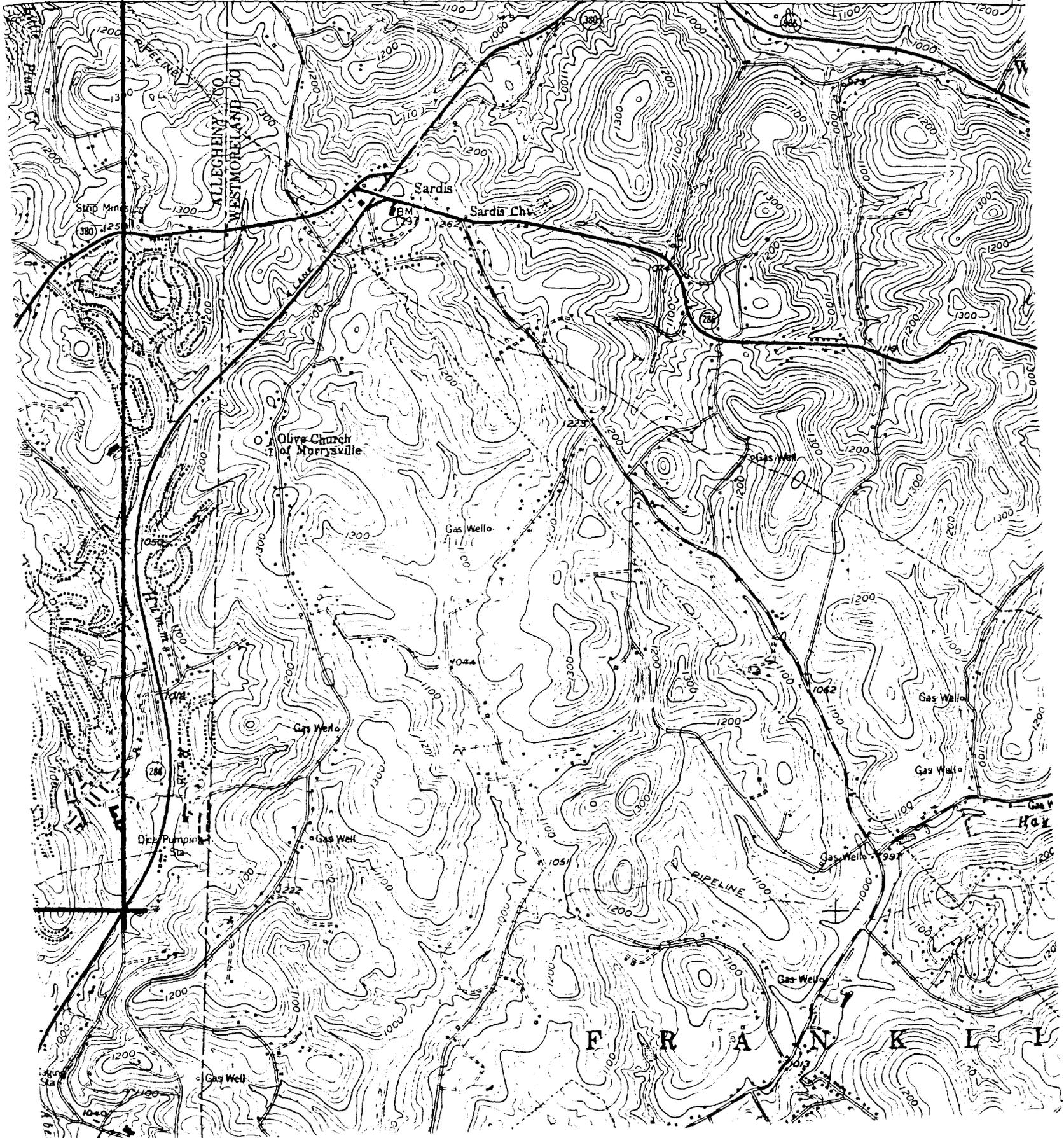
610

5065 11 SW  
(NEW KENSINGTON EAST)

612

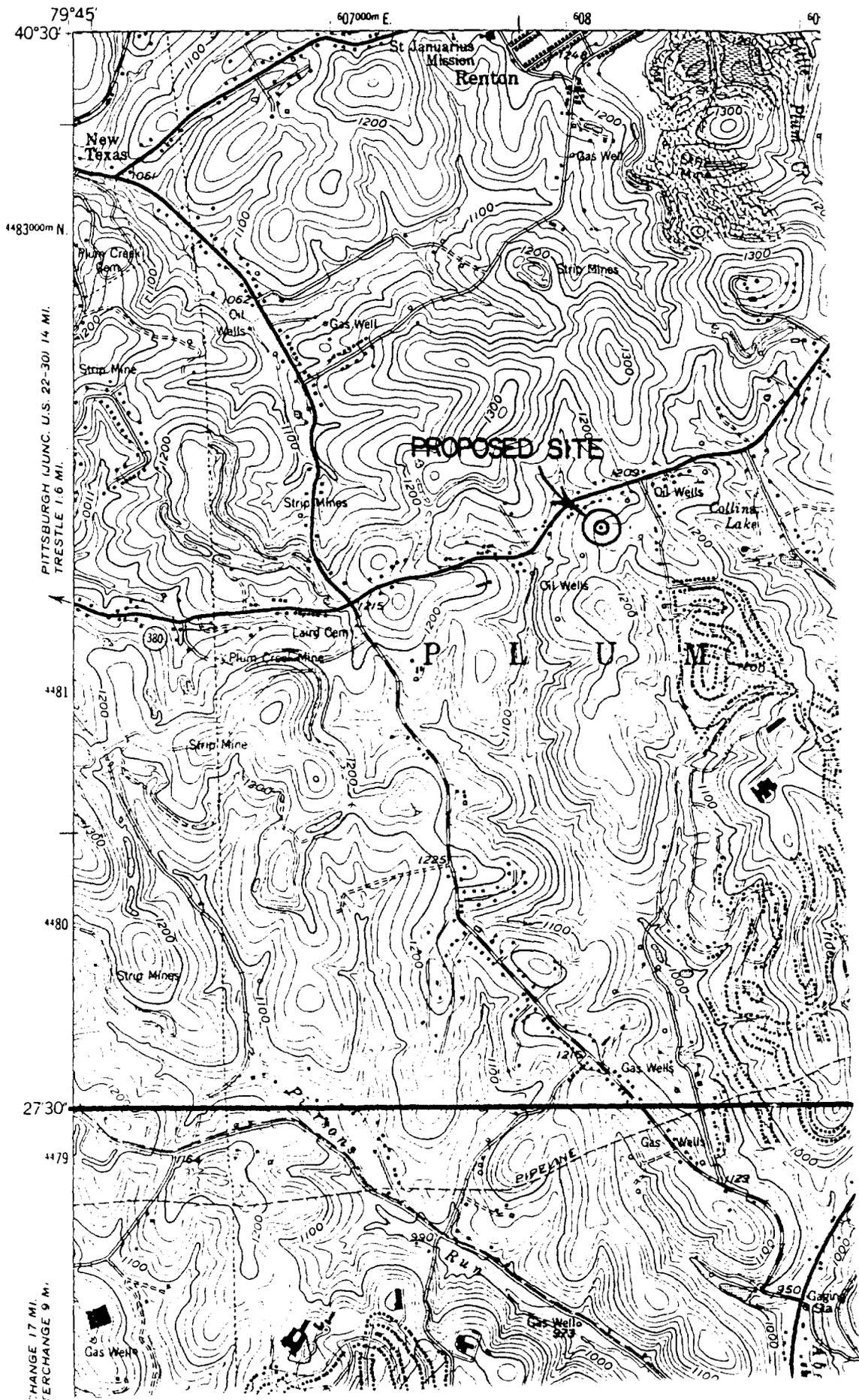
0.3 MI. TO PA. 380

40'

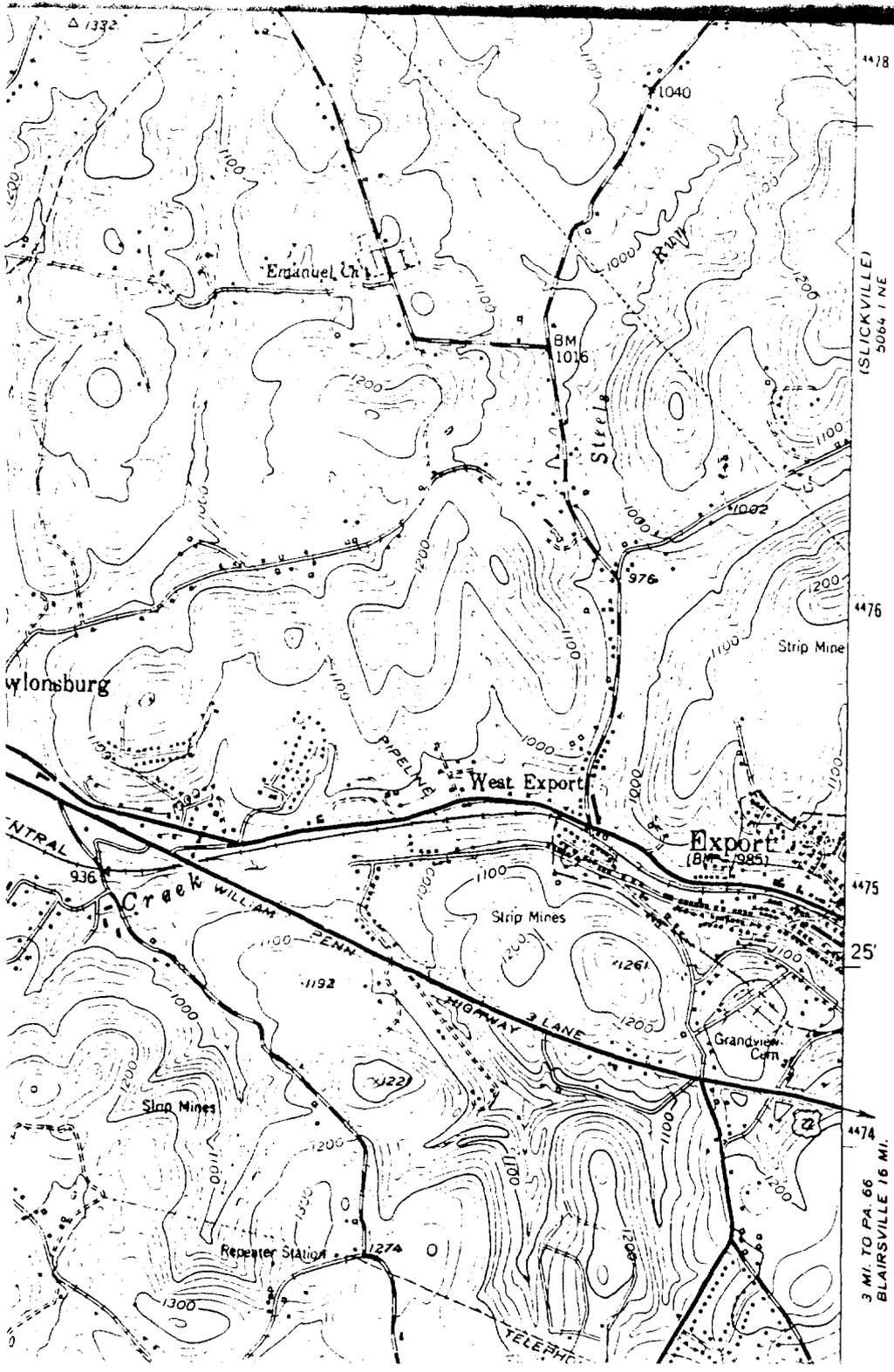


35 11 SE  
KENSINGTON  
WEST 17

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



CHANGE 17 MI.  
PER CHANGE 9 MI.



(SLICKVILLE)  
5064 1 NE

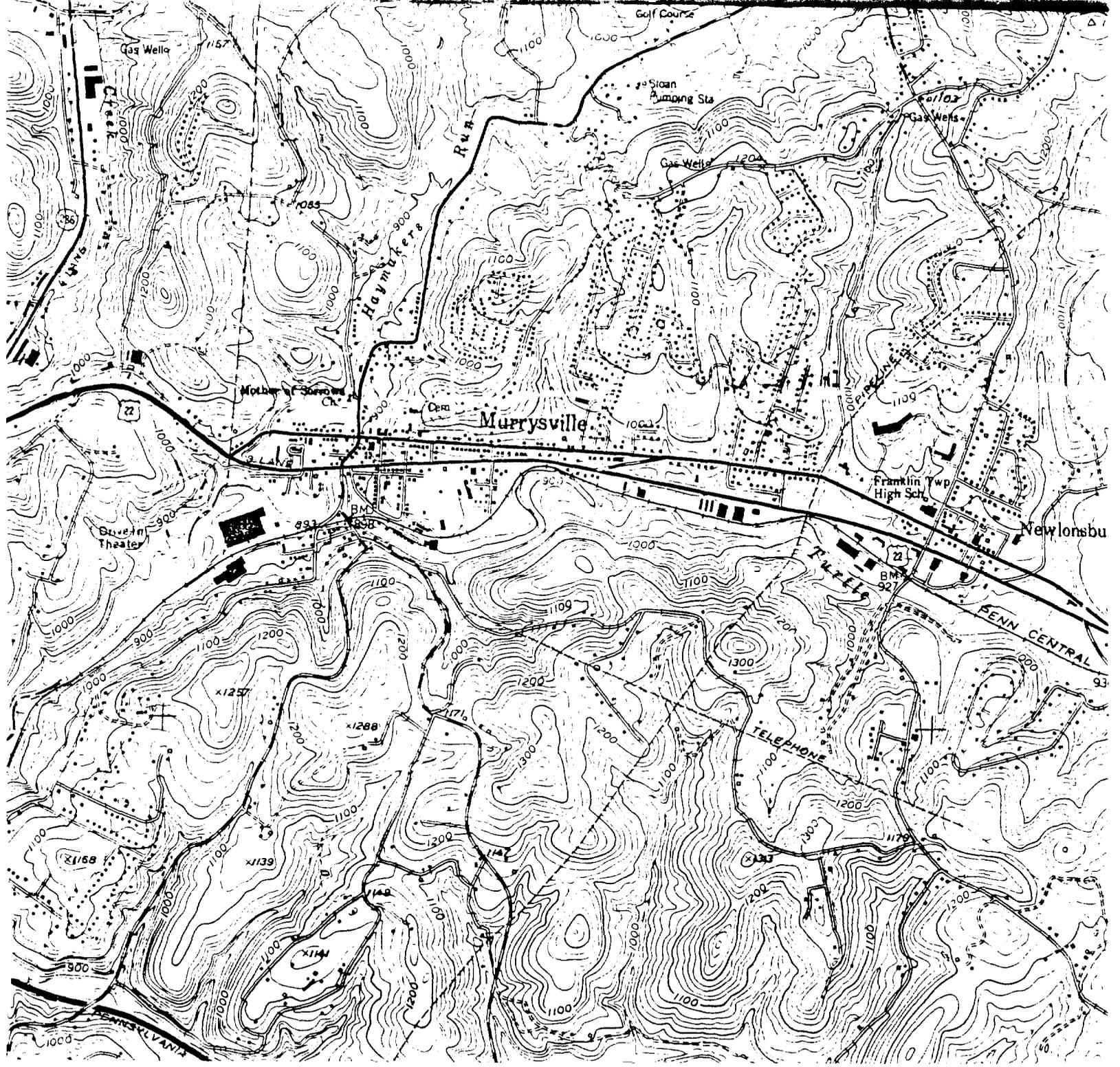
4476

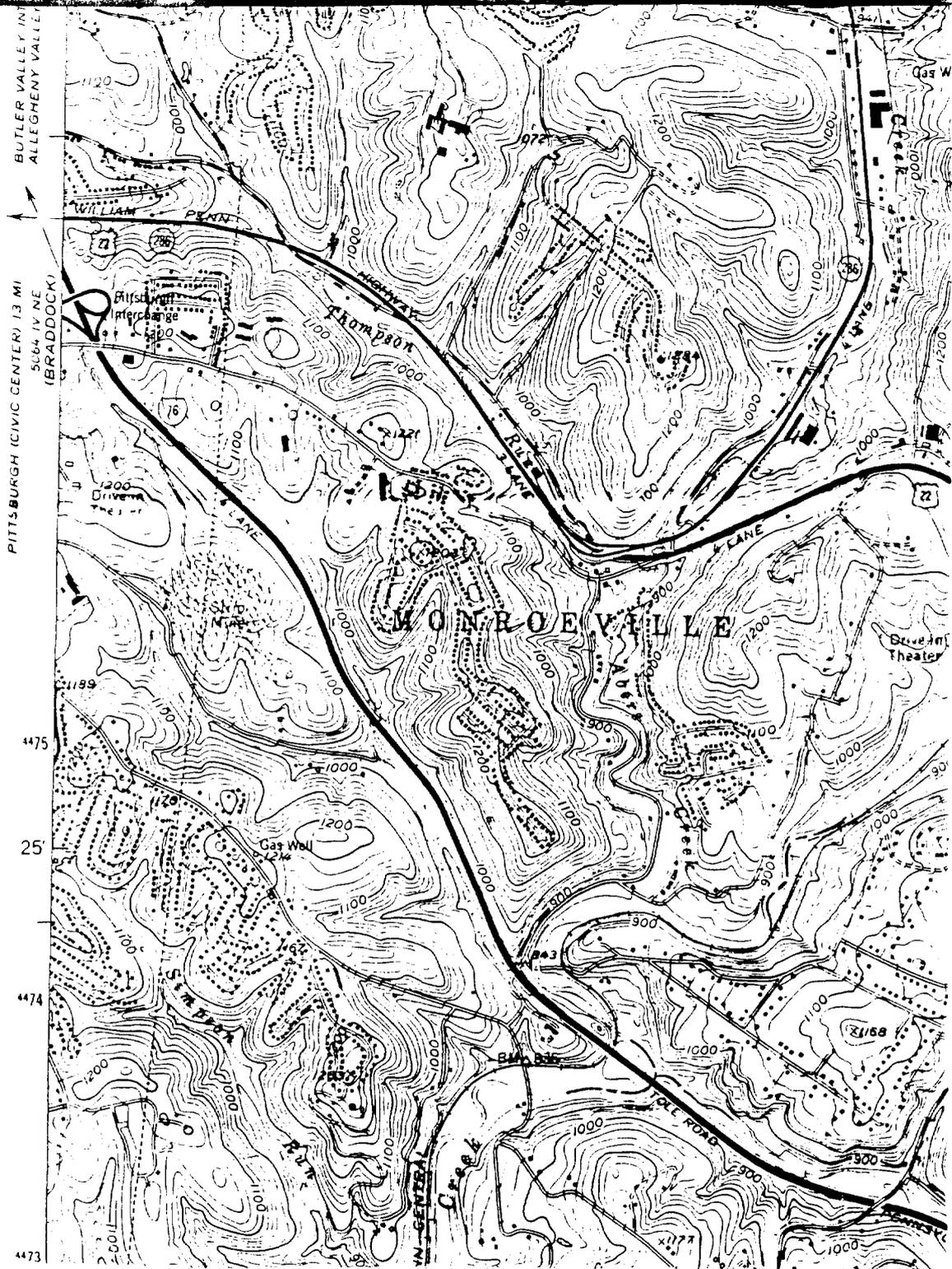
4475

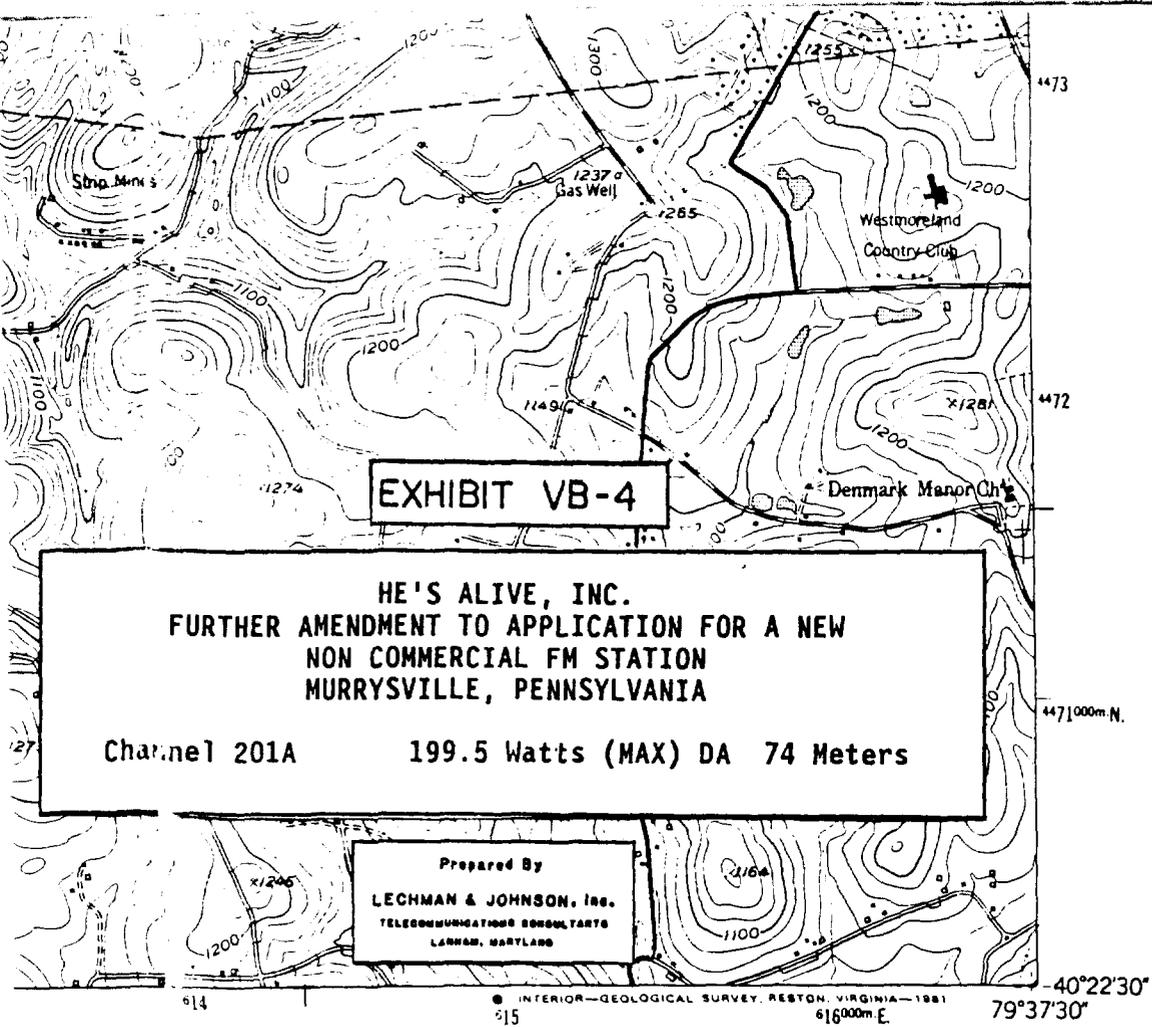
25'

4474

3 MI. TO PA. 66  
BLAIRSVILLE 16 MI.







**EXHIBIT VB-4**

**HE'S ALIVE, INC.**  
**FURTHER AMENDMENT TO APPLICATION FOR A NEW**  
**NON COMMERCIAL FM STATION**  
**MURRYSVILLE, PENNSYLVANIA**

**Channel 201A      199.5 Watts (MAX) DA 74 Meters**

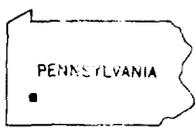
Prepared By  
**LECHMAN & JOHNSON, Inc.**  
 TELECOMMUNICATIONS CONSULTANTS  
 LARHAN, MARYLAND

© INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1981  
 616000m E      4471000m N

**ROAD CLASSIFICATION**

Heavy-duty ————— Light-duty —————  
 Medium-duty ————— Unimproved dirt - - - - -

U.S. Route      State Route  
 Interstate Route



QUADRANGLE LOCATION

Map photinspected 1977. No major culture or drainage changes observed

**MURRYSVILLE, PA.**

N4022.5—W7937.5/7.5  
 PHOTOINSPECTED 1977  
 1953  
 PHOTOREVISED 1969  
 AMS 5064 1 NW—SERIES V831

(GREENSBURG)  
 5064 1 SE